Deutsch Wagram, Farndorf and Asparn Airfields  25X1  EVALUATION PLACE OBTAINED 25X1  DATE OF CONTEN 25X1  DATE OF CONTEN 25X1  DATE OBTAINED 5 April 1955  REFERENCES FACES 1. ENCLOSURES (No. & TYPE)  REMARKS  This is UNEVALUATED Information 25X  1. Deutsch Wagram airfields Between 0815 and 1230 on 10 March 1955, no aircraft could be seen at the field because of heavy snowfall. Visibility was limited to about 300 meters.  A truck loaded with a gray crate about 2.5 x 1.5 x 1.5 meters was parked near the entrance to the sare parts depot in Strasshof. The crate was marked by a glass to indicate how the crate was to be placed. The figures "B 112315" were hand-written an in white color on the two longitudinal sides of the crate. The date "26.XI.54(54)" was also written on one side.  2. Parndorf airfield. Between 0745 and 1130 on 11 March 1955, there was regular activity at the field. Snow was being cleared from the runway and near the billets and lear-to-roofs for the parking of motor vehicles. Stalin-type tractors towing snowphows were used. There was a heavy snowsterm and a northeasterly wind of about 400 km/h. Since visibility was limited to about 250 meters, the occupation of the field could not be determined. No observations were made indicating any changes at the field.	7	CLASSIFICATIONSECRET.	
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Inis is UNEVALUATED information  1. Deutsch Warram sirfield. Between 0815 and 1230 on 10 March 1955, no aircraft could be seen at the field because of heavy snowfall. Visibility was limited to about 300 meters.  A truck loaded with a gray crate about 2.5 x 1.5 x 1.5 meters was parked near the entrance to the spare parts depot in Strasshof. The crate was marked by a glass to indicate how the crate was to be placed. The figures "B 11215" were hand-written an in white color on the two longitudinal sides of the crate. The date "26,XI.54(54)" was also written on one side.  2. Parmdorf sirfield. Between 0745 and 1130 on 11 March 1955, there was regular activity at the field. Snow was being cleared from the runway and near the billets and lean-to roofs for the parking of motor vehicles. Stalin-type tractors towing snowplows were used. There was a heavy snowstown and a northeasterly wind of about 40 km/h. Since visibility was limited to about 250 meters, the occupation of the field could not be determined. No observations were made indicating any changes at the field.  3. Asparm sirfield. Between 0815 and 0930 on 12 March 1955, there was air activity by NiG-15s. There was a 10/10 overceast at an attitude of about 1,200 meters, a 250 mortheasterly wind of about 8 km/h, have and good visibility with a range of 1 km. Aug. 15 four MiG-15s took off at intervals of 20 seconds and left in echalon formation with an interval of about 1 wing span and a distance of about 1 aircraft length between the individual aircraft. The take-offs were made from east to west, he eastern sed of the runway was covered with snow and marked by dark flags. Buring the air activity, the Kniferest-type and "ishmet-type radar sets were in operation at irregular intervals. The former set rotated in a counter-clockwise direction, while the latter set made crate. The inscription is reported for the first time. Noteworthy is the reported date of 26 November 1954 which possibly is the packing date or the date of dispatch.	ATE OBTAI		1 1777
This is UNEVALUATED Information  25X  1. Deutsch Wasram sirfield. Between 0815 and 1230 on 10 March 1955, no aircraft could be seen at the field because of heavy snowfall. Visibility was limited to about 300 meters.  A truck loaded with a gray crate about 2.5 x 1.5 x 1.5 meters was parked near the entrance to the sare parts depot in Strasshof. The crate was marked by a glass to indicate how the crate was to be placed. The figures "B 112315" were hand-written an in white color on the two longitudinal sides of the crate. The date "26_XIL54(54)" was also written on one side.  2. Farndorf sirfield. Between 0745 and 1130 on 11 March 1955, there was regular activity at the field. Snow was being cleared from the runway and near the billiets and lean-to roofs for the parking of motor vehicles. Stalin-type tractors towing enoughous were used. There was a heavy snowstorm and a northeasterly wind of about 40 km/h. Since wisibility was limited to about 250 meters, the occupation of the field could not be determined. No observations were made indicating any changes at the field.  3. Asserm sirfield. Between 0815 and 0930 on 12 March 1955, there was air activity by MC-15s. There was a 10/10 overcast at an altitude of about 1,200 meters, a 25 by MC-15s. There was a 10/10 overcast at an altitude of about 1,200 meters, a 10 MC-15 took off at intervals of 20 seconds and left in echelon formation with an interval of about 1 wing span and a distance of about 1 aircraft length between the individual aircraft. The take-offs were made from east to west. The eastern and of the runway was covered with mow and marked by dark flags. During the air activity, the Raiferset-type and fishnet-type radar sets were in operation at irregular intervals. The former set rotated in a counter-clockwise direction, while the latter setmede rotating movements of up to 120 degrees.  1. Comments. From the estimated dimensions it is assumed that the crate is a 25. Millied and the counter-clockwise direction, while the latter setmede rotating movements of u	EFERENCE	ES	
1. Deutsch Warren sirfield. Between 0815 and 1230 on 10 March 1955, no sireraft could be seen at the field because of heavy snowfall. Visibility was limited to about 300 meters.  A truck loaded with a gray crate about 2.5 x 1.5 x 1.5 meters was parked near the entrance to the \$\mathbb{G}_{are}\$ parts depot in Strasshof. The crate was marked by a glass to indicate how the crate was to be placed. The figures "B 112115" were hand-written an in white color on the two longitudinal sides of the crate. The date "26.XL.54(54)" was also written on one side.\[ \frac{1}{2} \]  2. Parmiorf cirfield. Between 0745 and 1130 on 11 March 1955, there was regular activity at the field. Snow was being cleared from the runway and near the billets and lean-to roofs for the parking of motor vehicles. Stalin-type treators towing encyplows were used. There was a heavy snowstorm and a northeasterly wind of about 40 km/h. Since wisibility was limited to about 250 meters, the occupation of the field could not be determined. No observations were made indicating any changes at the field.  3. Aspert sifield. Between 0815 and 0930 on 12 March 1955, there was air activity by MtG-15s. There was a 10/10 overcast at an altitude of about 1,200 meters, a 25 by MtG-15s. There was a 10/10 overcast at an altitude of about 1,200 meters, a 10/10 for the first of about 1 wing span and a distance of about 1 aircraft length between the individual aircraft. The take-offs were made from east to west. The eastern and of the runway was conversed with mow and marked by dark flags. During the air activity, the Kniferest-type and fishnet-type radar sets were in operation at irregular intervals. The former set rotated in a counter-alcokwise direction, while the latter setmade crotating movements of up to 120 degrees.  1. Comments. From the estimated dimensions it is assumed that the crate is a 25. Mid-15 engine crate. The inscription is reported for the first time. Noteworthy is the reported date of 26 November 1954 which possibly is the packing date or the date o	AGES	I ENCLOSURES (NO. & TYPE)	:
1. Deutsch Warrem sirfield. Between 0815 and 1230 on 10 March 1955, no aircraft could be seen at the field because of heavy snowfall. Visibility was limited to about 300 meters.  A truck loaded with a gray crate about 2.5 x 1.5 x 1.5 meters was parked near the entrance to the gare parks depot in Strasshof. The crate was the parked near the indicate how the crate was to placed. The figures "B 112315" were hand-written as in white color on the two longitudinal sides of the crate. The date "26.XI.54(54)" was also written on one side.  2. Parmdorf airfield. Between 0745 and 1130 on 11 March 1955, there was regular activity at the field. Snow was being cleared from the runway and near the billets and lean-to roofs for the parking of motor vehicles. Stalin-type tractors towing snowphows were used. There was a heavy snowstorm and a northeasterly wind of about 40 km/h. Since visibility was limited to about 250 meters, the occupation of the field could not be determined. No observations were made indicating any changes at the field.  3. Aspern airfield. Between 0815 and 0930 on 12 March 1955, there was air activity by MiO-15s. There was a 10/10 overcast at an altitude of about 1,200 meters, a 25) northeasterly wind of about 8 km/h, haze and good visibility with a range of 1 km. A MiG-15 took off at intervals of 20 seconds and left in echelon formation with an interval of about 1 wing span and a distance of about 1 aircraft length between the individual aircraft. The take-offs were made from east to west. The eastern activity, the Kniferest-type and fishnet-type radar sets were in operation at irregular intervals. The former set rotated in a counter-clockwise direction, while the latter setmed rotating movements of up to 120 degrees.  1. Comment. From the estimated dimensions it is assumed that the crate is a 25 MiG-15 engine crate. The inscription is reported for the first time. Noteworthy is the reported date of 26 November 1954 which possibly is the packing date or the date of dispatch.	REMARKS_		
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